

**DEPARTMENT OF TRANSPORTATION**

**U. S. COAST GUARD**

**STATEMENT OF REAR ADMIRAL WILLIAM P. LEAHY, JR**

**CHIEF, OFFICE OF LAW ENFORCEMENT AND DEFENSE OPERATIONS**

**ON COAST GUARD ENFORCEMENT OF FISHING LAWS**

**BEFORE THE**

**SUBCOMMITTEE ON COAST GUARD AND NAVIGATION**

**COMMITTEE ON MERCHANT MARINE AND FISHERIES**

**HOUSE OF REPRESENTATIVES**

**WASHINGTON, DC**

**JULY 24, 1991**

Rear Admiral William P. Leahy, Jr.

Chief, Office of Law Enforcement

and Defense Operations

United States Coast Guard

Rear Admiral William P. Leahy, Jr. became Chief, Office of Law Enforcement and Defense Operations, United States Coast Guard Headquarters, Washington, DC in June 1991. As such, Admiral Leahy is responsible to the Commandant for establishing the program requirements for surface and aviation operations.

Prior to this assignment, Admiral Leahy was Commander, Joint Task Force Five, located in Alameda, California. This command's mission is to conduct operations to detect and monitor aircraft and surface vessels suspected of smuggling illegal drugs within the U.S. Pacific Command area of responsibility.

Rear Admiral Leahy has served aboard many vessels during his career including Coast Guard cutters MCCULLOCH, DUANE, CASTLE ROCK, RESOLUTE, SHERMAN, DALLAS, and COMANCHE. He served as Commanding Officer of cutters DECISIVE and GALLATIN.

His shore assignments include: Commanding Officer of the Long Range Aids to Navigation (LORAN) Station on Marcus Island; Commander, Coast Guard Group Buffalo, New York; Office of Search and Rescue, Washington, DC; Readiness Branch, Coast Guard Atlantic Area; and Commanding Officer of Vessel Traffic Service New York. Rear Admiral Leahy served two tours in Vietnam - first as Division Commander Division 13 in 1970, and later as Senior Coast Guard Officer in 1972. He also served as Chief, Operations Division, and Chief of Staff, Twelfth Coast Guard District in Alameda, California, and as Chief of Staff, Coast Guard Pacific Area Command located at Coast Guard Island.

Rear Admiral Leahy's awards include: Defense Superior Service Medal, the Legion of Merit with Gold Star, Bronze Star medal with combat "V" device, the Meritorious Service Medal with "O" device and Gold Star, the Coast Guard Commendation Medal, the U.S. Navy Commendation Medal with combat "V" device, the Combat Action Ribbon, and the Vietnam Service medal with four Bronze Stars. Rear Admiral Leahy is also authorized to wear the Cutterman Insignia.

Rear Admiral Leahy was born and raised in Worcester, Massachusetts. Upon graduation from Classical High School, he entered the U.S. Coast Guard Academy in New London, Connecticut and graduated in 1959.

Rear Admiral Leahy is married to the former Margaret P. Peirce of Stratham, New Hampshire. They have three children: Sarah, Mark and Matthew.

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MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE. IT IS A PLEASURE TO APPEAR BEFORE YOU TODAY TO REPRESENT THE COMMANDANT AND REPORT ON THE COAST GUARD'S ENFORCEMENT OF FISHERIES LAWS. AT THE CONCLUSION OF MY PREPARED STATEMENT I WILL BE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE REGARDING COAST GUARD ACTIVITIES IN THE AREA OF FISHERIES LAW ENFORCEMENT.

MR. CHAIRMAN, AS YOU KNOW, THE COAST GUARD IS OUR NATION'S PRIMARY FEDERAL LAW ENFORCEMENT AGENCY IN THE MARITIME ENVIRONMENT. WE SHARE RESPONSIBILITY FOR THE ENFORCEMENT OF FISHERIES REGULATIONS UNDER THE MAGNUSON FISHERIES CONSERVATION AND MANAGEMENT ACT WITH THE NATIONAL OCEANOGRAPHIC AND ATMOSPHERIC ADMINISTRATION (NOAA). ADDITIONALLY, THE COAST GUARD AND NOAA HAVE SIGNIFICANT ENFORCEMENT RESPONSIBILITIES WITH REGARD TO INTERNATIONAL FISHERIES AGREEMENTS, SUCH AS THE HIGH SEAS DRIFTNET AGREEMENTS, AND DOMESTIC LAWS WHICH IMPACT ON FISHERIES, SUCH AS THE ENDANGERED SPECIES ACT. THE COAST GUARD AND NOAA WORK TOGETHER TO DEVELOP INTERNATIONAL FISHERIES AGREEMENT PROVISIONS AND DOMESTIC REGULATIONS WHICH WILL CONSERVE AND MANAGE LIVING MARINE RESOURCES. COMPLIANCE WITH THESE REGULATIONS AND PROVISIONS IS CRITICAL TO THE SUCCESS OF RESOURCE CONSERVATION AND MANAGEMENT GOALS.

EFFECTIVE ENFORCEMENT IS A KEY FACTOR IN PROMOTING COMPLIANCE. IT IS THE PRODUCT OF THREE CRITICAL FACTORS....

1. THE LAWS AND REGULATIONS;
2. THE CAPABILITIES OF THE ENFORCER; AND
3. THE PROSECUTION OF VIOLATORS.

FIRST - THE COAST GUARD REVIEWS AND ADVISES ON THE ENFORCEABILITY OF FISHERY MANAGEMENT PLANS AS A NONVOTING MEMBER ON REGIONAL FISHERY MANAGEMENT COUNCILS. WE ALSO PARTICIPATE AS ENFORCEMENT AND LEGAL ADVISORS ON UNITED STATES DELEGATIONS PARTICIPATING IN INTERNATIONAL FISHERIES NEGOTIATIONS.

SECOND - THE COAST GUARD STRIVES TO EMPLOY AN APPROPRIATE LEVEL OF ENFORCEMENT EFFORT TO PROMOTE LEVELS OF COMPLIANCE NECESSARY TO MAKE MANAGEMENT MEASURES EFFECTIVE.

THIRD - THE COAST GUARD DEPENDS ON THE SUPPORT OF OTHER AGENCIES AND FLAG STATES TO ADJUDICATE VIOLATIONS AND ASSESS PENALTIES WHICH CREATE A DETERRENT TO FUTURE VIOLATIONS.

WITHIN OUR EXCLUSIVE ECONOMIC ZONE (EEZ) COAST GUARD ENFORCEMENT OF THE MAGNUSON ACT COMMENCED IN 1977 AND TARGETED A CLEARLY VISIBLE THREAT TO OUR NATION'S FINITE STOCK OF HARVESTABLE FISHERY RESOURCES - THE LARGE FOREIGN FISHING FLEETS WHICH OPERATED RIGHT OFF OUR COASTS. WITH THE RAPID AMERICANIZATION OF FISHERIES IN OUR ZONE, THAT THREAT STILL REMAINS, ONLY NOW WITH DIFFERENT FISHERMEN. THERE ARE PRESENTLY OVER 30 DOMESTIC FISHERY MANAGEMENT PLANS IN EFFECT; IN 1980, THERE WERE ONLY FOURTEEN. THE NUMBER AND COMPLEXITY OF THOSE PLANS ARE INCREASING AS A LARGER AND MORE EFFICIENT AMERICAN FISHING FLEET CONTINUOUSLY EXPANDS INTO YET-TO-BE-MANAGED

FISHERIES. OTHER DOMESTIC LAWS AND REGULATIONS (SUCH AS THE ENDANGERED SPECIES ACT, THE MARINE MAMMAL PROTECTION ACT, AND THE MARINE SANCTUARIES ACT), ARE EQUALLY COMPLEX AND REQUIRE COMPLIANCE BY COMMERCIAL FISHERMEN AS THEY PURSUE THEIR LIVELIHOOD.

AS WAS THE CASE WHEN FOREIGN FLEETS FISHED OUR WATERS, THE COAST GUARD CONTINUES TO PROVIDE AN ACTIVE, VISIBLE ENFORCEMENT PRESENCE IN OUR EXCLUSIVE ECONOMIC ZONE. TO ENSURE COMPLIANCE, THE COAST GUARD DEPENDS ON ITS ABILITY TO MONITOR, BOARD, AND INSPECT FISHING VESSELS AT SEA TO OBSERVE THEIR ACTIVITY, GEAR, CATCH, AND RECORDS. OUR BOARDING PROGRAM IS CARRIED OUT IN A MANNER DESIGNED TO CAUSE MINIMAL INCONVENIENCE TO THE FISHERMAN, YET AT THE SAME TIME ENSURE COMPLIANCE WITH ALL APPLICABLE UNITED STATES LAWS. THE COAST GUARD WORKS CLOSELY WITH NOAA IN EACH REGION TO ENSURE COAST GUARD BOARDING OFFICERS ARE PROPERLY TRAINED IN FISHERIES REGULATIONS. THE COAST GUARD'S AT SEA ENFORCEMENT PROGRAM, COUPLED WITH NOAA'S DOCKSIDE ENFORCEMENT PROGRAM, COMPLEMENT EACH OTHER AND PROMOTE COMPLIANCE.

OUTSIDE OUR EXCLUSIVE ECONOMIC ZONE, THE COAST GUARD HAS ASSUMED INCREASING FISHERIES LAW ENFORCEMENT RESPONSIBILITIES. AS FOREIGN FLEETS WERE DISPLACED FROM OUR EEZ, THEY FOUND NEW FISHING GROUNDS IN AREAS WHICH ALLOWED THEM TO STILL HAVE AN INDIRECT IMPACT ON UNITED STATES RESOURCES. THIS IMPACT HAS BEEN FELT PRIMARILY IN THE PACIFIC, AS FOREIGN TRAWLERS NOW EXPEND CONSIDERABLE EFFORT IN THE CENTRAL BERING SEA "DONUT HOLE", AN AREA OF INTERNATIONAL WATERS SURROUNDED BY UNITED STATES AND SOVIET EXCLUSIVE ECONOMIC ZONES. ADDITIONALLY, HIGH SEAS

DRIFTNETTERS TARGET SQUID AND TUNA STOCKS IN THE NORTH PACIFIC. THE DONUT HOLE FISHERY HAS REQUIRED COAST GUARD PATROLS TO MONITOR OUR EEZ BOUNDARY TO ENSURE FOREIGN TRAWLERS ARE NOT ILLEGALLY ENTERING OUR WATERS TO FISH IN MORE ABUNDANT GROUNDS. SCIENTISTS HAVE ALSO RAISED CONCERNS OVER THE IMPACT OF THIS FISHERY ON UNITED STATES STRADDLING STOCKS, THOSE STOCKS WHICH EXTEND BEYOND THE EXCLUSIVE ECONOMIC ZONE INTO UNREGULATED INTERNATIONAL WATERS. IN THE NORTH PACIFIC, THE COAST GUARD HAS ACTIVELY CONDUCTED BOTH AIRCRAFT AND CUTTER PATROLS TO ENSURE COMPLIANCE WITH THE HIGH SEAS DRIFTNET AGREEMENTS WITH JAPAN, THE REPUBLIC OF KOREA, AND TAIWAN. WE HAVE ALSO DETECTED ILLEGAL ACTIVITY IN THE WESTERN PACIFIC. IN FISCAL YEAR 1990, A TAIWANESE LONGLINER WAS SEIZED BY THE COAST GUARD FOR ILLEGAL FISHING IN THE UNITED STATES EEZ OFF GUAM. THERE HAVE BEEN SIMILAR REPORTS OF ILLEGAL ENCROACHMENT THIS YEAR. WITH THE REAUTHORIZATION OF THE MAGNUSON FISHERIES CONSERVATION AND MANAGEMENT ACT (MFCMA), TUNA -- A HIGHLY MIGRATORY SPECIES PREVIOUSLY NOT MANAGED UNDER THE ACT -- WILL BE SUBJECT TO PROVISIONS OF THE ACT FOR THE FIRST TIME. REGIONAL COUNCILS, IN THEIR DEVELOPMENT OF FISHERY MANAGEMENT PLANS FOR TUNA, ARE PROJECTED TO INCLUDE SIGNIFICANT LEVELS OF AT-SEA ENFORCEMENT. THESE NEW DEMANDS, WHEN BALANCED WITH THE BROAD RANGE OF COAST GUARD AT-SEA RESPONSIBILITIES, MAY REQUIRE A SIGNIFICANT COAST GUARD PRESENCE IN AREAS THAT WE DO NOT ROUTINELY PATROL. IT WILL ALSO BROADEN THE DRIFTNETTING ISSUE SINCE THAT METHOD IS USED TO TARGET TUNA IN THE WESTERN PACIFIC.

IN RESPONSE TO THESE IMPACTS, THE COAST GUARD INCREASED BOTH THE LEVEL AND EFFECTIVENESS OF ITS FISHERIES ENFORCEMENT EFFORT IN FISCAL YEARS 1989 AND 1990. DEPARTMENT OF DEFENSE PARTICIPATION IN THE "DRUG WAR" HAS ALLOWED THE COAST GUARD TO APPLY INCREASED CUTTER AND AIRCRAFT RESOURCES TO FISHERIES LAW ENFORCEMENT. IN FISCAL YEAR 1991, WE CONTINUE TO IMPROVE OUR FISHERIES LAW ENFORCEMENT PROGRAM. WE ARE RELOCATING TWO 378-FOOT HIGH ENDURANCE CUTTERS FROM THE ATLANTIC TO THE PACIFIC COAST. THIS, COUPLED WITH OTHER HIGH ENDURANCE CUTTERS COMPLETING THE FLEET REHABILITATION AND MODERNIZATION PROGRAM (FRAM), WILL PROVIDE THE COAST GUARD RESOURCES TO BETTER MEET THESE AND OTHER PROJECTED PACIFIC FISHERIES LAW ENFORCEMENT REQUIREMENTS. THE ADDITION OF APS-137 RADARS ON OUR C-130 LONG RANGE SURVEILLANCE AIRCRAFT HAS IMPROVED PATROL COVERAGE AND OUR ABILITY TO DETECT FOREIGN FISHING VESSELS OPERATING IN ILLEGAL AREAS. IMPROVED USE OF INTELLIGENCE HAS ALSO ALLOWED US TO EMPLOY OUR RESOURCES WHERE THEY ARE MOST LIKELY TO DETECT TARGETS OF INTEREST.

A TOPIC OF CURRENT INTEREST INVOLVES HIGH SEAS DRIFTNETS. IN THE PACIFIC, WE ARE EXPERIENCING AN INCREASING PRESENCE OF LARGE SCALE, HIGH SEAS PELAGIC DRIFTNETTING (LEGAL AND ILLEGAL). THE LEGAL DRIFTNETTING PRIMARILY TARGETS SQUID AND TUNA STOCKS, BUT HAS BEEN DOCUMENTED TO INCIDENTALLY TAKE LARGE AMOUNTS OF OTHER FISH, BIRDS, AND MARINE MAMMALS. ILLEGAL DRIFTNETTING ACTIVELY TARGETS SALMON STOCKS IN CLOSED FISHING AREAS, WELL NORTH OF LEGAL FISHING AREAS. THE COAST GUARD HAS BEEN WORKING SUCCESSFULLY TO PREVENT THE ILLEGAL DRIFTNET HARVEST OF UNITED STATES SALMON IN THE NORTH PACIFIC OCEAN BY PARTICIPATING IN

NEGOTIATIONS FOR AND ENFORCEMENT OF INTERNATIONAL AGREEMENTS. CURRENTLY, WE CONDUCT BOARDINGS ON THE HIGH SEAS AND PROCESS VIOLATIONS UNDER THE AUTHORITY OF THE CONVENTION FOR THE HIGH SEAS FISHERIES OF THE NORTH PACIFIC OCEAN (INPFC), AND THE DRIFTNET AGREEMENTS GOVERNING HIGH SEAS OPERATIONS FOR VESSELS OF JAPAN, SOUTH KOREA AND TAIWAN.

THE COAST GUARD'S DETECTION AND DOCUMENTATION OF ILLEGAL DRIFTNET ACTIVITIES OVER THE LAST SEVERAL YEARS HAS BEEN A MAJOR FACTOR IN THE SUCCESSFUL CONCLUSION OF DRIFTNET AGREEMENTS. THE DRIFTNETTING COUNTRIES WERE NO LONGER ABLE TO DOWNPLAY THE EXTENT OF ILLEGAL SALMON FISHING, AND HAVE SUBSEQUENTLY BEEN PLACED UNDER STIFF PRESSURE FROM THE INTERNATIONAL COMMUNITY, PARTLY THROUGH UNITED NATIONS GENERAL ASSEMBLY RESOLUTION 44/225. WE ALSO EXPOSED ATTEMPTS TO CIRCUMVENT THE DRIFTNET AGREEMENTS BY REFLAGGING WHEN COAST GUARD AIRCRAFT DETECTED NORTH KOREAN DRIFTNET VESSELS OPERATING IN THE NORTH PACIFIC IN MAY, 1990. WE PUT THE UNITED STATES/SOVIET ENFORCEMENT MEMORANDUM OF UNDERSTANDING (MOU) TO EFFECTIVE USE BY PROVIDING THIS INFORMATION THROUGH DIPLOMATIC CHANNELS TO THE SOVIETS, WHO ULTIMATELY SEIZED THE NORTH KOREAN VESSELS FOR ILLEGAL DRIFTNET FISHING. IN MAY OF THIS YEAR, THE SOVIETS AGAIN SEIZED ILLEGAL TAIWANESE DRIFTNET VESSELS ON THREE SEPARATE OCCASIONS, AFTER BEING PROVIDED COAST GUARD SIGHTING INFORMATION.

THE COAST GUARD FOCUSES ITS DRIFTNET ENFORCEMENT OPERATIONS IN AREAS WHERE UNITED STATES SPAWNED SALMON ARE LIKELY TO BE TAKEN. REPORTS THAT DRIFTNET VESSELS ILLEGALLY FISHING FOR SALMON ARE OPERATING IN THE WESTERN PORTION OF THE NORTH PACIFIC



IS FURTHER INDICATION OF THE EFFECTIVENESS OF OUR OPERATIONS. THIS INDICATES THAT WE ARE FORCING ILLEGAL ACTIVITY AWAY FROM UNITED STATES SALMON.

THE COAST GUARD VIEWS THE HIGH SEAS EFFORT AS A VERY IMPORTANT MISSION, AND WE ARE CONTINUING TO IMPROVE OUR CAPABILITIES IN THIS AREA. WE HAVE NOT YET SEEN THE BENEFITS OF RELOCATING THE TWO HIGH ENDURANCE CUTTERS, AND WE ARE ONLY BEGINNING TO SEE THE BENEFITS AND POTENTIAL OF FISHERIES INTELLIGENCE COLLECTION AND ANALYSIS ENHANCEMENTS BEING MADE WITH THE ASSISTANCE OF DOD. AS HIGH ENDURANCE CUTTERS CONTINUE TO COME OUT OF FRAM, AND WITH DOD ASSISTING IN DRUG INTERDICTION OPERATIONS, WE WILL GAIN MUCH MORE ENFORCEMENT FLEXIBILITY. TEAMING THIS ENFORCEMENT CAPABILITY WITH EFFECTIVE INTERNATIONAL FISHERIES AGREEMENTS, THE COAST GUARD WILL BE BETTER POSITIONED TO EFFECTIVELY PROTECT UNITED STATES FISHERIES INTERESTS.

ANOTHER CURRENT TOPIC OF INTEREST CONCERNS THE REGULATIONS REQUIRING TURTLE EXCLUDER DEVICES (TEDS), WHICH WERE PROMULGATED BY NOAA IN ACCORDANCE WITH THE ENDANGERED SPECIES ACT, AND WHICH ARE NOW IN EFFECT IN THE OFFSHORE WATERS OF THE GULF OF MEXICO AND THE ATLANTIC OCEAN OFF THE SOUTHEASTERN UNITED STATES. COAST GUARD ENFORCEMENT IS CONDUCTED THROUGH REGULAR PATROLS, COUPLED WITH COORDINATED NATIONAL MARINE FISHERIES SERVICE (NMFS) OPERATIONS. SINCE THE FIRST IMPLEMENTATION OF TEDS REGULATIONS OFF FLORIDA IN 1987, EFFECTIVE ENFORCEMENT, ALONG WITH THE INCREASED EXPERIENCE OF SHRIMP FISHERMEN USING TEDS, HAS CONTRIBUTED TO IMPROVED LEVELS OF COMPLIANCE. WE HOPE THIS TREND CONTINUES. MOST VIOLATIONS NOW OBSERVED, SUCH AS ESCAPE OPENINGS

SEWN SHUT, REFLECT A DELIBERATE INTENT TO CIRCUMVENT THE REGULATIONS, AS OPPOSED TO IGNORANCE OF THE REGULATIONS.

COAST GUARD ENFORCEMENT OF CURRENT TEDS REGULATIONS REQUIRES THAT INSPECTIONS BE DONE AT SEA WHILE SHRIMPERS ARE OBSERVED ACTUALLY TRAWLING. SHRIMPING WITHOUT A TED IS A VIOLATION, BUT HAVING A NET ON DECK WITHOUT AN INSTALLED TED IS NOT. IT SHOULD BE NOTED THAT COAST GUARD BOARDINGS ARE CARRIED OUT TO ENFORCE ALL APPLICABLE UNITED STATES LAWS. COAST GUARD BOARDING OFFICERS ARE TRAINED TO CONDUCT INSPECTIONS IN A MANNER WHICH MINIMIZES INTERFERENCE WITH LEGITIMATE OPERATIONS, YET AT THE SAME TIME ENSURES COMPLIANCE WITH THE LAW. THIS MEANS THAT A SHRIMP FISHERMAN MAY BE REQUIRED TO TEMPORARILY CEASE TRAWLING OPERATIONS AND RETRIEVE HIS NETS TO ALLOW FOR A TED INSPECTION. IN OTHER CASES, IF THE OPERATOR EXPECTS TO RETRIEVE HIS TRAWL WHILE THE BOARDING IS IN PROGRESS, HE WOULD BE ALLOWED TO COMPLETE HIS TRAWL AS PLANNED.

IN REVIEWING PROPOSED AMENDMENTS TO TED REGULATIONS, THE COAST GUARD DOES NOT DETERMINE WHAT CONSERVATION MEASURES ARE NECESSARY TO MEET THE REQUIREMENTS OF THE ENDANGERED SPECIES ACT. HOWEVER, IN REVIEWING THOSE MEASURES, IT IS OUR RESPONSIBILITY TO ENSURE THAT THEY REFLECT THE PRACTICAL REALITIES OF AT-SEA ENFORCEMENT. THE COAST GUARD HAS, THEREFORE, CONSISTENTLY OPPOSED MEASURES WHICH DO NOT PRODUCE "THE EVIDENCE OF COMPLIANCE" AND ARE PRIMARILY DEPENDENT ON VOLUNTARY COMPLIANCE TO BE EFFECTIVE. EXAMPLES OF THIS ARE TIMED TRAWLS AND OTHER MEASURES, SUCH AS SIGNALLING DEVICES, WHICH REQUIRE A VOLUNTARY ACTION ON THE PART OF THE SHRIMP FISHERMAN TO BE EFFECTIVE. THE

COAST GUARD HAS SUPPORTED TEDS BECAUSE THEY DO NOT REQUIRE ACTIONS ON THE PART OF THE SHRIMP FISHERMAN OR IMMEDIATE PRESENCE OF AN ENFORCEMENT UNIT TO BE EFFECTIVE.

ADDITIONALLY, THE COAST GUARD SUPPORTS THE NMFS-PROPOSED REQUIREMENT TO INSTALL TEDS IN ALL NETS THAT ARE RIGGED TO SHRIMP. WITH THIS REQUIREMENT, A DETERMINATION CAN BE MADE AT ANY TIME AT SEA AS TO WHETHER OR NOT THE VESSEL IS IN COMPLIANCE. THE PROBABILITY OF A VIOLATION BEING DETECTED BY THE COAST GUARD IS INCREASED AND NO LONGER DEPENDENT ON HAVING TO OBSERVE THE VESSEL IN THE ACT OF TRAWLING TO ENFORCE THE REGULATION. THIS WILL MAKE COAST GUARD RESOURCES MORE EFFECTIVE. THE SHRIMPERS' KNOWLEDGE OF THIS IS LIKELY TO RESULT IN GREATER COMPLIANCE WITH THE TED'S REQUIREMENT, IMPROVING THE EFFECTIVENESS OF THIS PARTICULAR CONSERVATION MEASURE.

I CAN ASSURE YOU, MR. CHAIRMAN, THAT FISHERIES ENFORCEMENT IS A VERY HIGH PRIORITY COAST GUARD MISSION. I FURTHER ASSURE YOU WE WILL CONTINUE TO WORK WITH NOAA TO MEET OUR NATIONAL GOALS FOR FISHERIES MANAGEMENT AND CONSERVATION.

I WOULD BE HAPPY TO ANSWER ANY QUESTIONS AT THIS TIME.